

20100710.ba v04\_n341.bam.20100710

>From ???@??? Fri Jul 9 19:09:52 2010 -0500  
Date: Sat, 10 Jul 2010 00:09:48 GMT  
From: Old Tube Radios <boatanchors@theporch.com>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: BOATANCHORS digest 4341  
Message-Id: <20100710000948.854B9C1FBE0@minime.theporch.com>

BOATANCHORS Digest 4341

Topics covered in this issue include:

- 1) Time for Some Audiofoolery  
by Jerry Proc <jerry7proc@yahoo.com>
- 2) FS: National SW-54 receiver  
by "Art Lebermann" <artleb@earthlink.net>
- 3) Re: Time for Some Audiofoolery  
by "Arden Allen" <gumbear@pacbell.net>
- 4) Bear ''raslin', or, "The ATC and Me" (Very Long)  
by <arc5@ix.netcom.com>
- 5) Re: ART-13  
by <arc5@ix.netcom.com>
- 6) Re: Bear ''raslin', or, "The ATC and Me" (Very Long)  
by mac <w7qho@aol.com>
- 7) Re: Bear ''raslin', or, "The ATC and Me" (Very Long)  
by Roy Morgan <k1lky@earthlink.net>
- 8) Re: "The ATC and Me," Addendum(b)  
by <arc5@ix.netcom.com>
- 9) WTB: Gonset G-76  
by listown@nanniandjack.com
- 10) Schematic or Manual for National RCE Receiver  
by David Hollander <n7rk@cox.net>
- 11) Heavy Iron Power Supply Kit of Components Avail  
by "B Smith" <smithab11@comcast.net>
- 12) Announcement: Night of Nights XI  
by Richard Dillman <ddillman@igc.org>

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Message-ID: <631051.53401.qm@web112309.mail.gq1.yahoo.com>  
Date: Sat, 3 Jul 2010 07:32:49 -0700 (PDT)  
From: Jerry Proc <jerry7proc@yahoo.com>  
Subject: Time for Some Audiofoolery  
To: Old Tube Radios <boatanchors@theporch.com>  
MIME-Version: 1.0  
Content-Type: text/plain; charset=us-ascii

Audio Grade Breaker Panel.

<http://www.aaudioimports.com/ShowProduct.asp?hProduct=64>

--

Regards,  
Jerry Proc  
E-mail: [jerry7proc@yahoo.com](mailto:jerry7proc@yahoo.com)

-----  
Message-ID: <380-2201076318421890@earthlink.net>  
From: "Art Lebermann" <[artleb@earthlink.net](mailto:artleb@earthlink.net)>  
To: Old Tube Radios <[boatanchors@theporch.com](mailto:boatanchors@theporch.com)>  
Subject: FS: National SW-54 receiver  
Date: Sat, 3 Jul 2010 11:04:21 -0700  
MIME-Version: 1.0  
Content-type: text/plain; charset=US-ASCII

I'm reducing my Boatanchor collection, and have a National SW-54 receiver that needs a new home. Good working condition, with partial re-cap and recent alignment. Paint is good, with a few marks. Photos available on request. Asking \$85. Pick up in the SF Bay Area and save shipping. Contact me off-list for more info.

Art Lebermann  
W6REQ  
Alameda, CA  
e-mail: [artleb@earthlink.net](mailto:artleb@earthlink.net)

-----  
Message-ID: <000e01cb1b08\$54f34af0\$a89d480c@KB6NAX>  
From: "Arden Allen" <[gumbear@pacbell.net](mailto:gumbear@pacbell.net)>  
To: Old Tube Radios <[boatanchors@theporch.com](mailto:boatanchors@theporch.com)>  
Subject: Re: Time for Some Audiofoolery  
Date: Sat, 3 Jul 2010 16:30:06 -0700  
MIME-Version: 1.0  
Content-Type: text/plain;  
        charset="iso-8859-1"  
Content-Transfer-Encoding: 7bit

> Audio Grade Breaker Panel.

> <http://www.aaudioimports.com/ShowProduct.asp?hProduct=64>

Just what my PG&E Smart Meter needs!

: -/

Arden Allen  
KB6NAX

Adopt a shelter dog,  
save an innocent life,  
and make a friend forever =:-)

-----  
Message-ID: <AC865121406A4F578CD00751E85B4DA4@boudreaux>  
From: <arc5@ix.netcom.com>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Bear ''raslin', or, "The ATC and Me" (Very Long)  
Date: Sun, 4 Jul 2010 01:55:36 -0500  
MIME-Version: 1.0  
Content-Type: text/plain;  
    format=flowed;  
    charset="iso-8859-1";  
    reply-type=original  
Content-Transfer-Encoding: 7bit

An old friend asked me to help him get an early ATC  
(sea-going ART-13) on the air. I'm close.... ;-)  
When something is tough, I have a habit of calling it "a bear,"  
meaning: "tough as wrestling a bear, and just as likely  
to chase you up a tree." Or three...

I have resurrected some hard-case BAs,  
but I ain't never had as tough a "bear" as this ATC.  
I thought I'd pass along a few tips.  
This isn't a "step-by-step"; a beginner should not even  
try to 'rastle an ART-13, so I'm not going to cover  
all the obvious stuff you already know.  
It's just a "heads-up" on a few issues  
for anyone who's "feeling froggy" enough to dust-off an ART-13.

1. Don't be in a hurry. You're not going to finish in one night.  
Probably not in one week. It's going to be a long time before  
you put power to this black monster.  
Slow down and think about everything you're going to do  
before you do it. The ART-13 has a reputation  
for being a "tough" transmitter. Don't you believe it.  
This thing is as fragile as any 70-year-old, and just as hard to handle.  
Tipping or turning it over without care and caution  
will result in bending or breaking something,  
like the terrible "CRACK!" you hear when you

turn it over and the screwdriver you left on the bench  
crushes the vacuum relay.... Don't ask me how I know.

2. If you don't have the Maintenance manual,  
don't even think about turning the first screw.  
Guessing and fudging just won't do on this one.  
Get it. Read it.

3. The "Screw Gremlins" can smell you working  
on an ART-13 from miles away and they will  
come running. So get your bench and tools organized.  
You'll need a full can of De-Ox-It or such  
(NOT "Blue Shower;" that stuff should be sprayed  
all over the guy that invented it).  
Have a way to sort and keep screws and washers  
(Ice trays turn over too easy.  
Don't ask me how I know that one, either).  
Important- A good, comfortable pair of insulating gloves.  
You're going to be tweaking things that bite.  
And if you get across that 1100 volts....  
well.... you won't be worried about your ART-13 anymore.

4. All of you know not to try and pull the big tubes out  
by the plate cap or glass, right? (Again- don't ask).  
Put a screwdriver through the vent holes in the back,  
under the tube bases and \*gently\* pry the tubes up  
out of their sockets. Make sure you've released the  
tube clamps at the bases before you try it.

5. OK- here's the first time the bear is going to bite  
a hunk out of you. In order to lubricate the autotune  
correctly, you're going to have to remove at least  
"A" and "C" autotune mechanical thingies, one at  
a time (they are not interchangeable).  
Otherwise, you can't get to all the worm gears  
or the line shaft bearings.  
Instructions for removing "A" are in the most common  
copy of the Maint. manual at 5-40 para 3 and  
for removing "C" at para 4.  
If you're lucky enough to have the big, full-on  
ATC maintenance manual  
NAVAER 08-5Q-6, FEB 1944,  
the instructions are on the bottom of page 83.

Here's the first indication that even the revered  
Collins can engineer something stupid:  
They don't tell you in the instructions about  
this little, brass dog-bone looking thingie that connects

the autotune dial to the thing it's controlling.  
It has an indexed, toothed wheel on each end  
and is about 3/4 of an inch long. It's not secured  
on either end; it just fits into toothed,  
indexed slots on each end.

So naturally when you pull the autotune out,  
the little dog-bone thingie falls out, bounces on  
the bench and flies down to the floor.

If you don't find it, you are a dead duck.

Worse is trying to fit it back together.

Don't move the clutched autotune stuff,  
but you can rock the control shaft back and  
forth until you get the cursed stupid thing to  
engage on both ends. This shouldn't take more  
than, oh, about 58 tries. If you force it,  
it will bend and you will be unhappy.

Whiskey might help.

Don't try to take out the "B" HF Oscillator  
multi-turn unit unless it's broken.

More on this nasty gadget later.

6. Once you get the autotune back together,  
go do anything else until your sanity returns.  
Then make sure all the locking bars on the tuning knobs  
are tight and use a large-ish flat-blade screwdriver  
on the end of the autotune line shaft and gently give it  
a few turns to make sure nothing is binding or busted.  
If you are one of the blessed that has the original  
crank for the shaft, send me a private email  
telling me where you put it  
and when you go to sleep at night.

7. Here's a great big "gotcha" that happens in a lot  
of WWII rigs- Ground lug oxidation.

I put a meter from the PA chassis to the Osc  
chassis and it read 300 Ohms. Almost every ground  
screw and lug in the whole rig was hi-Z. Give  
a slight tightening turn to every chassis screw you  
can see, and that will fix most of them.

Check each one.

But- unfortunately- there are several more deep  
in the guts of the this big black troll, and you  
must get to them. For instance: there's a stack  
of parts right next to the 813 socket and it has  
a ground lug on one of the screws. Yep- it was  
hi-Z. You have to take the back cover off  
(Not the screws holding the two relays. The relays  
stay and the cover swings out of the way on the

relay wires) in order to fix it.  
But that's an easy one. The real hair-puller is:

8. The Frequency Multiplier chassis.  
Yes- it has to come out. And it's a pain to  
take out. Putting it back is worse.  
Grid resistors 25% high and hi-Z grounds.  
Two slightly-leaky caps (look at the diagram  
and you can test these parts without  
pulling the chassis.... kinda).

If you need to pull this chassis, the procedure  
is in the ATC manual on pages 70-71, and  
in the more common ART-13 maint. manual  
on pages 5-22 to 5-23.

Mark the wires from the Multipliers coils  
or you will weep. I used colored dots on  
the coils and wires to get them back  
correctly. Be careful with the "folded"  
connections to the bottom of the coils.  
And be gentle- the coils can break  
and some of the cores flake a little.

Important: Before you get up your courage  
and remove the Multiplier chassis, get some  
fingernail polish and mark the dial, the front switch  
and the back switch so you are certain to  
get them back together correctly.  
The bandswitch segments are held together  
with another Collins screw-up; a "U"-shaped clip  
that holds tension on the segments and which falls-out  
if you hold your mouth wrong. This clip is  
not sold at WalMart. If the clip comes loose,  
this can allow the rear bandswitch (2nd Multiplier)  
to become mis-aligned,  
and it took me three blankettyblankblank times of  
pulling this chassis in and out to finally get it fixed,  
all because I marked the front switch and neglected  
to mark the back.

I fixed the hi-Z grounds and  
replaced the bad resistors. The two caps-  
a screen bypass and a cathode bypass-  
leaked less than 200 microAmps at full voltage,  
and would have been a nasty chore to replace,  
so I left them in there. So shoot me....  
All the grid caps and tank caps were fine.

More "gotchas" on the Multiplier chassis:

The tube clamps will hang when you try to remove or replace the chassis. A screwdriver can push them out of the way. The doubled lead that goes to the LF oscillator will also be a pain unless you remove it.

The big brass posts that connect the tube plate caps are fragile and will snap-off easily, as I found out. I wire-brushed the nut on top of the insulator and the end of the broken post and, using a good frame iron and non-acid flux, was able to solder the post back in place with enough solder to keep it secure... I think.

The round pink-n-brown multiplier tank caps that you use to tweak the multi stages are also quite fragile. Their adjustments will be "stuck." The connection post on them is secured internally with a rivet about the size of a flea's butt. It will break off if you're not gentle with the cap, and you won't find one of these at WalMart either. This ATC won't be transmitting on 14.4-18 MC because of this. Yet, you're going to need to apply some amount of force to break the cap adjustments loose so you can peak them. This flexes the connection, so you might want to see just how much juju you can get out of the rig without tweaking before you risk it. I had to tweak this one, so I used a flat screwdriver as a "punch" and the rubber handle of another screwdriver as a mallet, and very gently tapped on the adjustment posts over and over until the rotor came free. Some of you mechanical whizzes probably know a better way. Use the insulated gloves when you tweak these caps, or you shall surely get "lit-up" with 400 volts.

9. Once the transmitter was putting out RF, I attempted to see the limits of the HF Oscillator. Next thing I knew, the rig was stuck with the osc. railed high, and wouldn't tune freq anymore. So off came that end cover again.

This Osc-Multiplier set-up is a mix of genius and stupid. Ok- let's see if I can describe this. Imagine a coil. It has a core, which is fixed to a long rod. The rod is threaded on one end and is fixed in place so it can't turn on the other end.

The threaded end of the rod is screwed into the threaded center of a cylinder. So if you turn the cylinder, the threaded rod can't turn (because it's fixed at the other end), so the rod moves in and out of the cylinder. That's what moves the core back and forth in the coil, and that's how you tune the freq of the HF Oscillator in an ART-13. It's a PTO.

So far so good. Now- the fixed end of the rod is secured to a yoke that moves cores in and out of two smaller coils, which are the tank coils of the two multiplier stages. So- as we turn the PTO dial, the core on the big threaded rod moves in and out of the PTO coil, changing the freq, and at the same time, the big threaded rod (which is fix and can't turn- it just moves in and out) moves the mulitplier tank coil cores, peaking the mulitplier stages in sync with the PTO. Genius, right?

Well, yeah... except for the way the long threaded rod is secured to the yoke, which both keeps the rod from spinning and moves the two smaller cores. It's secured to the yoke with a #10 nut, a star washer and a drop of 70-year-old Glyptol. That's it. Nothing else. No key, no indexed slot, nothing but friction and old paint. What were you thinking, Art?? So, naturally, the paint gave way when I got near one end of travel and the nut and washer loosened. Now the long threaded rod spins, the PTO core spins and nothing moves anymore, regardless of where the PTO dial is set. I was able to tell by the marks on the guide bar where to re-secure it at the high end of travel, within a rotation or so. I had to re-flex the lock washer and secured the nut with a glob of "Shoe Goo" (I think you could repair a battleship with that stuff...it's good). It could just have easily turned loose in the middle of travel, in which case I'd have had a hard time getting it close. So if you have an ART-13, do yourself a favor- take off the case end and put a drop of something on that nut to keep it from coming loose.

I guess that's all I can think of for tonight- I still have a "gremlin" or two in the rig. The 837 filament is intermittant, and I think that's going to be another hi-Z ground lug at the LF osc. socket.



We'll see.

Hope this is helpful to any brave soul who tries  
to tame this "black bear" of a rig.

73 Dave AB5S.

p.s. In case you didn't know---  
I'm loving every minute of fixing this rig :-)

-----  
Message-ID: <0D39B39BC60540599909938C8567470F@boudreaux>  
From: <arc5@ix.netcom.com>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: ART-13  
Date: Sun, 4 Jul 2010 08:58:05 -0500  
MIME-Version: 1.0  
Content-Type: text/plain;  
    format=flowed;  
    charset="iso-8859-1";  
    reply-type=original  
Content-Transfer-Encoding: 7bit

Re: ART-13

Kudos Bernie N, VK2ABN, for a suggestion  
for getting the Multiplier tuning caps un-stuck:  
heat them with a hair dryer.

-----  
Message-Id: <57D0A654-694F-4595-97CF-9AE953F899E1@aol.com>  
From: mac <w7qho@aol.com>  
To: Old Tube Radios <boatanchors@theporch.com>  
Content-Type: text/plain; charset=US-ASCII; format=flowed; delp=yes  
Content-Transfer-Encoding: 7bit  
Mime-Version: 1.0 (Apple Message framework v936)  
Subject: Re: Bear ''raslin', or, "The ATC and Me" (Very Long)  
Date: Sun, 4 Jul 2010 13:54:10 -0700

On Jul 3, 2010, at 11:55 PM, <arc5@ix.netcom.com> <arc5@ix.netcom.com>  
wrote:

> I have resurrected some hard-case BAs, but I ain't never had as  
> tough a "bear" as this ATC..... I

(and on and on for several pages)

\*\*\*\*\*

Wow,

"Did" my ATC almost 20 years ago and have advised/assisted in the successful resurrection of half a dozen ATC/ART-13s since but never ran into any thing like reported case. Had no manual first time around, only a schematic. Pulled and cleaned up a frozen autotune head on the PTO but don't recall any particular difficulty "figuring out " what was going on mechanically and electrically as I went along. Have to admit to not pre checking the continuity of any of the ground points but ran into no particular problems in this area then (or since). I was warned about the trimmers in the multiplier/exciter section and found the hair dryer treatment to work just fine. Encountered a leaky coupling cap (mica) early on. Buried way down in the chassis but was able to resurrect it by applying a couple hundred volts across it for a few hours. Got about 5 more years use out of it before finally having to replace in an electrical but not physical equivalent location. Some lube points certainly not easy to reach but was able to do so with the aid of a hypodermic oiler and gobs of grease on the end of a wire. Came up with a mod to excite the autotune drive motor field only during the autotune cycle, not continuously as originally designed (schematic on request). Also added a mod to give complete 160M coverage (see ER#32, Dec. 1991).

Anyway, my ATC is still going strong and a great number of these and '-13s in use on the air. Dave's friend is certainly going to get a totally restored and very fine piece of equipment.

Dennis D. W7QHO  
Glendale, CA

-----  
From: Roy Morgan <k1lky@earthlink.net>  
To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: Bear ''raslin', or, "The ATC and Me" (Very Long)  
Message-Id: <24A89B92-700B-4AC7-92DE-75B3BA5F01B3@earthlink.net>  
Content-Type: text/plain; charset=US-ASCII; format=flowed; delp=yes  
Content-Transfer-Encoding: 7bit  
Mime-Version: 1.0 (Apple Message framework v936)  
Date: Sun, 4 Jul 2010 22:07:43 -0400  
Cc: Old Tube Radios <boatanchors@theporch.com>

On Jul 4, 2010, at 2:55 AM, <arc5@ix.netcom.com> <arc5@ix.netcom.com> wrote:

> ... I ain't never had as tough a "bear" as this ATC. I thought I'd  
> pass along a few tips.

Dave,

Thanks much for your tips on the ART-13. A freind of mine has one  
and I'll pass them along to him.

I have a tip to add that came to me as I was overhauling the double  
gearbox in an SX-88. In that beast there are a number of anti-  
backlash gear pairs that have springs in them. Some of them go  
together better if you set the preload first, assemble the gearbox,  
then insert the springs. This puts you in danger of having the spring  
fly off to some never seen corner or crevice of the work area, and  
stopping all work till it's found.

'Seems like it would help here, too:

> ... The bandswitch segments are held together with another Collins  
> screw-up; a "U"-shaped clip that holds tension on the segments and  
> which falls-out if you hold your mouth wrong.

Here's the trick:

Raid the bathroom for the dental floss. Cut the floss in lengths  
about a foot long, and tie the pieces into loops. Fasten the loop  
onto a gear spring, C-clip, or "U"shaped clip and fasten the other  
side of the loop to some handy fixed part. (I found some very small  
spring clamps with padded jaws at Harbor Freight that do a nice job  
here.) Now, if during your work, the spring or C clip goes awandering  
with a "SPROING" sound, it won't go far. You can issue a mild-  
mannered comment and try again.

'Hope this helps someone sometime.

Roy

Roy Morgan  
k1lky@earthlink.net  
529 Cobb St.  
Groton NY, 13073  
Home: 607-898-3607  
Cell: 301-928-7794

-----  
Message-ID: <680AB28CEE334B8798B46742666CAF30@boudreaux>  
From: <arc5@ix.netcom.com>

To: Old Tube Radios <boatanchors@theporch.com>  
Subject: Re: "The ATC and Me," Addendum(b)  
Date: Mon, 5 Jul 2010 00:54:59 -0500  
MIME-Version: 1.0  
Content-Type: text/plain;  
format=flowed;  
charset="iso-8859-1";  
reply-type=original  
Content-Transfer-Encoding: 7bit

One thing I forgot to mention, and it's important, about:

> 8. The Frequency Multiplier chassis.  
> ... The bandswitch segments are held together  
> with another Collins screw-up; a "U"-shaped clip  
> that holds tension on the segments and which falls-out  
> if you hold your mouth wrong. ....

How this clip falls out:

The rotor part of the rear bandswitch is exposed at the back of the little chassis and at the back of the transmitter when you pull the side cover off. The "U" clip is engaged in a groove around the shaft coupling that connects the switch rotor to the bandswitch shaft. Normally, the rotating contacts on the rotor apply pressure, pushing the "U" clip into a fitted round channel on the stationary part of the switch.

Keep your fingers and stray do-hickys away from this exposed switch rotor, for if you press on the exposed rotor part of the switch, even a little, the rotor contacts compress, the rotor moves forward on the shaft, the "U" clip moves forward with the rotor coupling, out of the round channel in the stationary part of the switch and then falls out of the rotor coupling groove and "PLING!" into the bowels of your radio or under the bench where a Screw Gremlin will instantly make away with it.

With the clip gone, the switch contacts no longer make good contact and the switch itself can become misaligned.

The mechanical coupling to the rotor is so constructed that, once you put the clip back in, the rotor will be in one of three positions, only one of which is correct.

You'll see this if you look at the construction of the switch. Normally, there is a paint mark on the coupling and a paint mark on the ceramic switch rotor that will show you in which configuration it should go.

With this information, you'll probably be able to re-align the switch correctly the first try, unlike a certain doo-fuss I know well, who pulled the chassis back out twice, trying to get it right, before he finally saw the blasted paint marks (DOH!). Talk about "learning as you go," by then I figured-out that I could just remove the back cover of the transmitter, which exposed the rear switch and remove the "A" autotune unit, pull the bandswitch shaft forward out of the second switch segment, rotate the switch to the proper position and re-insert the shaft. Now the paint marks don't match but the switch is right. Only took me 12 tries to get the autotune back on that time.

73 Dave S.

-----  
Message-ID: <dccc0ca1c97e4d24c403d8637f0631df.squirrel@nanniandjack.com>  
Date: Mon, 5 Jul 2010 12:57:31 -0700 (PDT)  
Subject: WTB: Gonset G-76  
From: listown@nanniandjack.com  
To: Old Tube Radios <boatanchors@theporch.com>  
MIME-Version: 1.0  
Content-Type: multipart/mixed;boundary="-----=\_20100705125731\_81914"

-----=\_20100705125731\_81914  
Content-Type: text/plain; charset="iso-8859-1"  
Content-Transfer-Encoding: 8bit

Gang-

Somewhere out there in BoatAnchor land there must be a G-76 looking for a new home... We received this plea for such a rig...

Do please conduct any transactions between yourselves and K6GC (I am only the carrier pigeon) off the list, as he no longer subscribes... just been whacked with the nostalgia stick! ;)

> From: Warren & Barbara Reese <wbreese@radions.net>  
> Date: July 4, 2010 9:22:34 PM CDT  
> Subject: WTB: Gonset G-76  
>

> I am K6GC, formerly WB6TMY and many years ago I was a subscriber to the Boatanchors List.

>

> Having lost interest in tubes, I dropped my membership with The Porch

>

> "I would like to buy a Gonset G-76"

>

> Tracy "TR" Reese

> K6GC (WB6TMY)

> 155 Black Snag Rd

> Eureka Calif 95503

> 707-832-4304 Home

> 707-233-1663 Cell

--

73

Jack, W4KH/Mobile - - - Mailing List Archiver/Owner - - -

listown@nanniandjack.com - "Plus ca change, plus c'est la meme chose"

"Il n'y a que les idiots qui ne changent jamais d'idee"

-----=\_20100705125731\_81914

Content-Type: text/plain; charset=us-ascii

Content-Transfer-Encoding: 7bit

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* * * * *
*      ---REMAINDER OF MESSAGE TRUNCATED---      *
*      This post contains a forbidden message format      *
*      (such as an attached file, a v-card, HTML formatting) *
*      Mail Lists at theporch.com only accept PLAIN TEXT      *
*      If your postings display this message your mail program *
*      is not set to send PLAIN TEXT ONLY and needs adjusting *
* * * * *
```

-----=\_20100705125731\_81914--

-----

Message-ID: <4C33431A.3030803@cox.net>

Date: Tue, 06 Jul 2010 07:52:10 -0700

From: David Hollander <n7rk@cox.net>

MIME-Version: 1.0

To: Old Tube Radios <boatanchors@theporch.com>

Subject: Schematic or Manual for National RCE Receiver

Content-Type: text/plain; charset=ISO-8859-1; format=flowed

Content-Transfer-Encoding: 7bit

Hello - does anyone have a digital copy of the manual or a schematic for a National RCE receiver?

Tnx and 73,

Dave N7RK

--

\*\*\*\*\*

Dave N7RK                      Boatanchors Home Page: <http://members.cox.net/n7rk>  
Phoenix, Arizona                \*DXCC Honor Roll\*        \*WAZ#22 - 75 Meter SSB\*

ex-XE2/N7RK, N7RK/ZB2, VK2ERK, ZM0AJN, WB6NRK, WN6IWX

Boatanchor and Antique Radio Collector

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Message-ID: <CF53DD4FD1CB4F6A89BB7C8A9963E41E@De11560>  
From: "B Smith" <[smithab11@comcast.net](mailto:smithab11@comcast.net)>  
To: Old Tube Radios <[boatanchors@theporch.com](mailto:boatanchors@theporch.com)>  
Subject: Heavy Iron Power Supply Kit of Components Avail  
Date: Wed, 7 Jul 2010 16:33:14 -0400  
MIME-Version: 1.0  
Content-Type: multipart/alternative;  
          boundary="-----=\_NextPart\_000\_0255\_01CB1DF2.18D4EE10"

This is a multi-part message in MIME format.

-----=\_NextPart\_000\_0255\_01CB1DF2.18D4EE10  
Content-Type: text/plain;  
          charset="iso-8859-1"  
Content-Transfer-Encoding: quoted-printable

East Coast HV transformers(Peter Dahl) used in 3800 volt 900 mill =  
supply, choke, bleeder resistors,HV filter Caps etc etc  
for sale \$200 for all . Can deliver to Sussex hamfest on the 10 and 11th =  
or Kimberton Pa hamfest July 18th.=20  
Reply off list.=20

73=20

-----=\_NextPart\_000\_0255\_01CB1DF2.18D4EE10  
Content-Type: text/plain; charset=us-ascii  
Content-Transfer-Encoding: 7bit

\* \* \* \* \*  
\*            ---REMAINDER OF MESSAGE TRUNCATED---            \*  
\*        This post contains a forbidden message format        \*  
\*    (such as an attached file, a v-card, HTML formatting)    \*  
\*    Mail Lists at theporch.com only accept PLAIN TEXT        \*

\* If your postings display this message your mail program \*  
\* is not set to send PLAIN TEXT ONLY and needs adjusting \*  
\* \* \* \* \*

-----=\_NextPart\_000\_0255\_01CB1DF2.18D4EE10--

-----  
Message-ID: <14165725.1278434198233.JavaMail.root@mswamui-  
thinleaf.atl.sa.earthlink.net>

Date: Tue, 6 Jul 2010 12:36:38 -0400 (EDT)

From: Richard Dillman <ddillman@igc.org>

To: Old Tube Radios <boatanchors@theporch.com>

Subject: Announcement: Night of Nights XI

Mime-Version: 1.0

Content-Type: text/plain; charset=UTF-8

Content-Transfer-Encoding: 7bit

Night of Nights XI is upon is upon us!

Each year the MRHS commemorates 12 July 1999, the date on which the supposed last commercial message was sent in the US. On that date we pick up the thread, keep the faith and maintain the traditions of maritime radio communications so that the skills and traditions of all the radiotelegraphers who came before us will be maintained.

While MRHS station KSM is on the air every Saturday, on Night of Nights we originate stations KPH, KFS in addition to KSM. Other stations join us on the air, this year including KLB, WLO, NMC and NMN.

You can participate by listening or by visiting the ex-RCA receive site to see the action in person. If you'd like to operate K6KPH just bring your key. No license required!

Here are the details of the event:

Date: 12 July 2009 Pacific time, 13 July gmt

Time: 5:01pm Pacific time, 0001 gmt

Station and frequency information (subject to change):

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KPH

KPH will transmit on 426, 500, 4247.0, 6477.5, 8642.0, 12808.5,



17016.8 and 22477.5kc.

MF and 22Mc will be on Henry transmitters, rest of KPH HF on 1950s vintage RCA K and L sets.

KPH operators will listen for calls from ships on ITU Channel 3 in all bands. The Channel 3 frequencies are 4184.0, 6276.0, 8368.0, 12552.0, 16736.0 and 22280.5kc on HF and 500kc on MF.

Reception reports may be sent to:

Ms. DA Stoops  
P.O. Box 381  
Bolinás CA 94924-0381  
USA

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KFS

KFS will transmit on 12695.5 and 17026.0 -

12695.5 will be on a 1940s vintage Press Wireless PW-15, formerly at the KFS transmitter site in Palo Alto, CA and one of the transmitters on the air on 12 July 1999. 17026.0 will be on a Henry transmitter.

KFS will listen for calls from ships on HF Channel 3 (see KPH listing for frequencies).

Reception reports may be sent to:

Ms. DA Stoops  
P.O. Box 381  
Bolinás CA 94924-0381  
USA

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KSM

KSM will transmit on 426, 500, 6474, 8438.3 and 12993kc.

We don't have enough antennas to accommodate the other KSM frequencies when KPH and KFS are on the air. A failure of any of the RCA txs may cause a KSM tx to be diverted to cover KPH.

KSM will listen for calls from ships on 500kc and HF Channel 3 (see KPH listing for frequencies).

Reception reports may be sent to:

Ms. DA Stoops  
P.O. Box 381  
Bolinás CA 94924-0381  
USA

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WLO (to be confirmed)

WLO will transmit on 2055.5, 4343.0, 8658.0, 12992.0 and  
16968.5kc

WLO will listen for calls from HF Channel 3 (see KPH listing  
for frequencies).

Reception reports may be sent to:

WLO Radio  
7700 RINLA AVENUE  
MOBILE, ALABAMA 36619  
USA

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KLB

KLB will transmit on 488, 500 (A1 & A2), 8582.5kc

KLB will listen for calls from ships on 500kc and 8368.0kc.

Reception reports may be sent to:

WLO Radio  
7700 RINLA AVENUE  
MOBILE, ALABAMA 36619  
USA

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NMC - US Coast Guard Point Reyes, CA

NMC will transmit on 448, 472, 500, 6383.0, 8574.0 and 17220.5kc

No reception report information for NMC is available.

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NMN - US Coast Guard Chesapeake Bay, VA

NMN will transmit on 8471.0, 12718.5 and 16976.0kc

No reception report information for NMN is available.

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K6KPH

Amateur station K6KPH will transmit and listen on 3550, 7050 and 14050kc for KPH, KFS and KSM reception reports.

Professional operators will be at the key and commercial procedures will be used. But please don't hesitate to call, no matter what your code speed or experience level may be. K6KPH verification reports may be sent to:

Ms. DA Stoops  
P.O. Box 381  
Bollinas CA 94924-0381  
USA

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Remember, this is a public event. If you are in the area you are invited to join us at the RCA receive site, 17000 Sir Francis Drake Blvd in the Point Reyes National Seashore north of San Francisco. If using a computer mapping program add "Inverness" after the address above even though the station is well beyond that town.

Doors open at 3:00pm Pacific time. Snacks will be served. Tours of the transmitting station may be arranged for "true believers" by appointment only.

VY 73,

RD

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Richard Dillman  
Chief Operator, Coast Station KSM  
Maritime Radio Historical Society  
<http://www.radiomarine.org>  
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End of BOATANCHORS Digest 4341

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